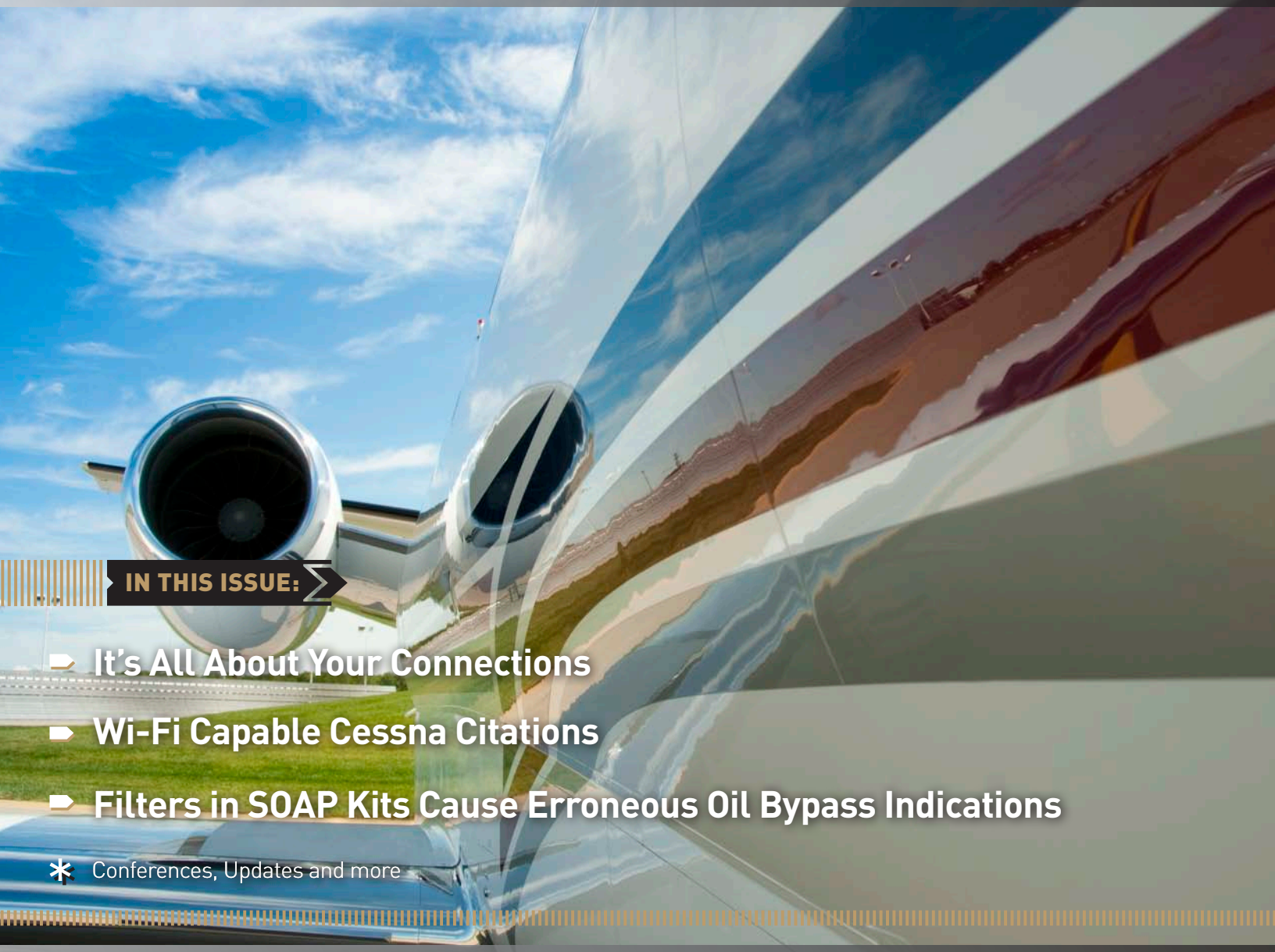
DIRECT approach CITATION

FEB 2012



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Cessna Customer Service

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A Textron Company

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Cover Photo -
R. Reitmeyer/Cessna VMG

THE DIRECT APPROACH IS PUBLISHED MONTHLY BY THE CESSNA CITATION CUSTOMER SERVICE ORGANIZATION. COMMENTS AND SUGGESTIONS ARE WELCOMED.

PLEASE ADDRESS YOUR COMMENTS TO LOUIS BROWN

316-517-3501 lhbrown@cessna.textron.com

NBAA 2012 Maintenance Management Conference

Registration is now open for the 27th NBAA Maintenance Management Conference. This year's conference will be at the Convention Center in Nashville, TN, on May 1 – 3.

If you are a decision maker or key influencer in the arena of business aviation maintenance, this conference is the premier event for you. Maintenance technicians, directors of maintenance, owner/operators and chief pilots will attend to learn more about issues that address their aircraft and equipment maintenance needs.

Session topics will include: aircraft and operational regulatory compliance, flight department asset management, workplace and community leadership, safety, security and emergency response plans, and evolving technologies.

More detailed information regarding registration, housing, events and educational opportunities can be found on the website at:

http://www.nbaa.org/events/mmc/2012/

Note: Registration before April 19th will qualify you for a discounted price, with additional discounted pricing for attendees registered from your company. Also the first 300 attendees registered will be entered into a drawing for a 55-inch LCD flat screen TV, and 2 iPads.

Don't delay: register today by visiting:

http://www.nbaa.org/events/mmc/2012/registration/

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Wi-Fi Capable Cessna Citations

Cessna service letters can help Citation operators ensure that passenger electronic carry-on devices will not interfere with onboard avionics systems.

Communication equipment for voice or data-linked transmissions is typically installed by TC, STC, or FSDO Field Approval. Wireless routers (supporting wireless operations) are generally limited to TC or STC approval for the installation of equipment and shows that the airplane is transmitting portable electronic device (T-PED) tolerant. This places the burden on the operator to ensure the carry-on T-PEDs do not interfere with onboard avionics systems.

For many operators, a Cessna Citation is a mobile business office traveling around the globe. One of the obstacles corporations face is staying connected to the outside world—both in voice and data-linked transmissions.

The solution for voice-capability began with the Iridium Satellite Phone Communication network offering a low-cost, reliable means to communicate from the ground or in the air to any point around the world. The Iridium Satellite Constellation has been constantly upgraded since the late 1990s, proving to be a highly adaptable system within the aviation community.

Recently for data-linked transmissions, Aircell has the Gogo Biz™ system operating from a network of ground wireless towers located in the United States. The system delivers broadband technology for Wi-Fi enabled laptops, notebooks, and smart phones for data usage and entertainment use.

Aircell currently has the lowest cost, highest data solution available; however, it is limited primarily to operations in the U.S. and above 10,000 feet. Alternatives to the Aircell technology include various Inmarsat Broadband Global Area Network solutions that provide reasonable data rates, suitable for office use on a larger—more global scale.

Though the technology has offered wireless connectivity for several years, the adoption of this capability into aircraft has slowed due to the certification concerns over electromagnetic interference with onboard avionic systems.

Ironically, the concerns over the interference were less associated with installed aircraft equipment and more focused on the wide variety of cell phones, personal data assistants (PDAs), laptop or notebook computers that passengers carry onboard the aircraft. To the regulatory officials, these T-PEDs represented may unknowns.

To date, Cessna has conducted rigorous testing of Citations for T-PED tolerance with most current production type models. For those airplane models that have been tested, a service letter has been issued and is available at http://www.cessna.com/custsupt//csupport/newlogin.jsp.

Models:
525 (CJ+)
525A (CJ2+)
525B (CJ3)
525C
Excel, XLS, XLS+
680
750

PLEASE SEE NEXT PAGE

Note: For aircraft models not listed or aircraft that have been modified after factory delivery, Cessna is working on a method to test fielded aircraft for T-PED tolerance. Cessna anticipates having a method in place by third quarter 2012.

Questions, please contact:

Customer Service Hot Line
1-800-835-4090
316-517-6261 (International)
hotline@cessna.textron.com

500, 550 and 560, ATA: 21-50

Cessna Offers R12 to R134a Freon Conversion Kits

Cessna offers Supplemental Type Certificate (STC) R12 to R134a Freon conversion kits for Model 500/501, 550/551, and 560 aircraft. This lets operators exchange the older style heavy-weight R12 air-conditioning systems for newer high-efficiency R134a refrigerant-type components. The higher cubic-feet-per-minute (CFM) output from the new evaporator unit also increases crew and cabin comfort.

The newer system not only benefits operators with better cooling capacity and lower amperage draw, but offers a weight savings of approximately 10 pounds of useful payload from the lighter-weight R134a installed components. Also the periodic task of cleaning of the evaporator coils is replaced with a single filter change once a year.

With the environmentally friendly and widely available R134a, there is no more worry about shortage or the unavailability of R12 due to the government ban in 1994, which stopped production of the ozone damaging refrigerant.

Conversion of the R12 components to the R134a configuration should be accomplished during a scheduled maintenance period or phase inspection. The compressor pallet will need to removed and sent-in for exchange. The kits are currently less expensive than the cost of a new replacement installation.

Operators need to be aware that there are a limited number of conversion kits available. Those operators that are interested can contact CSP&P for additional kit information and cost. The part numbers of the conversion kits are listed below:

Airplane Model	Part Number
500/501	ZAC1RCK
550/551(with AiResearch Air Cycle Machine)	ZAC2ARRCK
550/551 (with Hamilton Standard Air Cycle Machine)	ZAC2HSRCK
560	ZAC5RCK

Questions, please contact:

Team Legacy
1-800-835-4090
316-517-6261 (International)
hotline@cessna.textron.com

For availability on these kits, please contact:

Cessna Service Parts & Programs
1-866-SPP-6647 (866-777-6647)

It's All About Your Connections

One of the first things that Citation pilot Eric Corpataux did after taking delivery of a new CJ4 this past fall was to fly to the Cessna Service Center in New York, to add the very latest global broadband system.

The individual owner that he flies for wanted to make sure passengers had continuous Internet connectivity anywhere on the globe where there was business to be done. The solution was Aircell's Aviator 300 and its companion ATG 4000 high-speed Gogo Biz™ Internet service.

The airplane is based in Maine in the winter and in Wyoming during the summer. Most of the passenger flights on the East Coast originate from Westchester County Airport and pilot Corpataux splits his time between the bases, accompanying the airplane in Maine and Wyoming. Annual utilization is 300 hours.

"We wanted to provide Internet and Wi-Fi access when traveling for business," Corpataux said, "especially for the longer flights to Texas, California and Wyoming. It's a lot of hours a day, so it is important to stay connected and an important business tool to have. The system is used a lot during all the flights, and the passengers have had positive comments," he added.

Global Reach

"In addition, we fly about five to seven times a year to Europe. Usually we fly to London, Amsterdam, Copenhagen, Stockholm, and we fly basically over the north route – Goose Bay to Reykjavik, and then down to wherever we have to go," he said, so it is essential to have interconnectivity systems with global reach.

The airplane that Corpataux pilots is the first CJ4 to receive those particular Internet systems, and he is pleased with the performance, installation process and added value the capabilities brought to the airplane.

"The setup of the systems and the sign-up with the providers – Aircell for the ATG 4000 and Satcom Direct for the Aviator 300 – are very easy to work with. They connected the system right away. It was available the next day, basically, and all invoicing and data can be checked on line on their website. You have a user account and a password and very easy access. Basically, it runs by itself," Corpataux said.

"We decided to go with the two systems, the ATG 4000 and the Aviator 300, because of the different speeds of the Internet and area coverage. The ATG 4000 is a land-based system over the continental U.S. operating above 10,000 feet AGL, and the download rate is 3.1 megabytes per second. That's considered a broadband system – a high-speed Internet," Corpataux said.

"The Aviator 300, which is a satellite-based system, works as soon as you have the avionics switch on. After a few minutes of boot up, you have the Aviator 300 available on the ground and during the entire flight, even outside of the U.S. And with our flights to Europe, it is very convenient to have weather updates. And we can do flight planning from the aircraft using the Internet, also in Europe." The Aviator 300 download rate is up to 312 kilobytes per second with a medium gain antenna.

Additionally, he was impressed with the aerodynamic performance, even though the external antenna for the Aviator 300 system, which adds the latest in Global Broadband Satcom capability, is in his words "a larger antenna." Corpataux said, "I had the chance to fly the airplane before and after the installation. From a performance standpoint, we literally have no difference."

PLEASE SEE NEXT PAGE

Swiss Native

As a former experimental test pilot, such aircraft and systems performance are important to him. Originally from Switzerland, Corpataux learned to fly at 20 years old in the Swiss Pilatus PC-7 Turbo Trainer. He flew Fokker 27 turboprops and Fokker 28 jets for the Swiss government for about 10 years on United Nations missions.

Corpataux then attended and graduated from the rigorous National Test Pilot School in Mojave, Calif., which qualified him to fly experimental aircraft, first for Stans-based Pilatus Aircraft Ltd. and then for Grob Aerospace, the German manufacturer. He moved to the United States four years ago to fly a CJ3 for the current owner, before the new CJ4 was purchased in 2011.

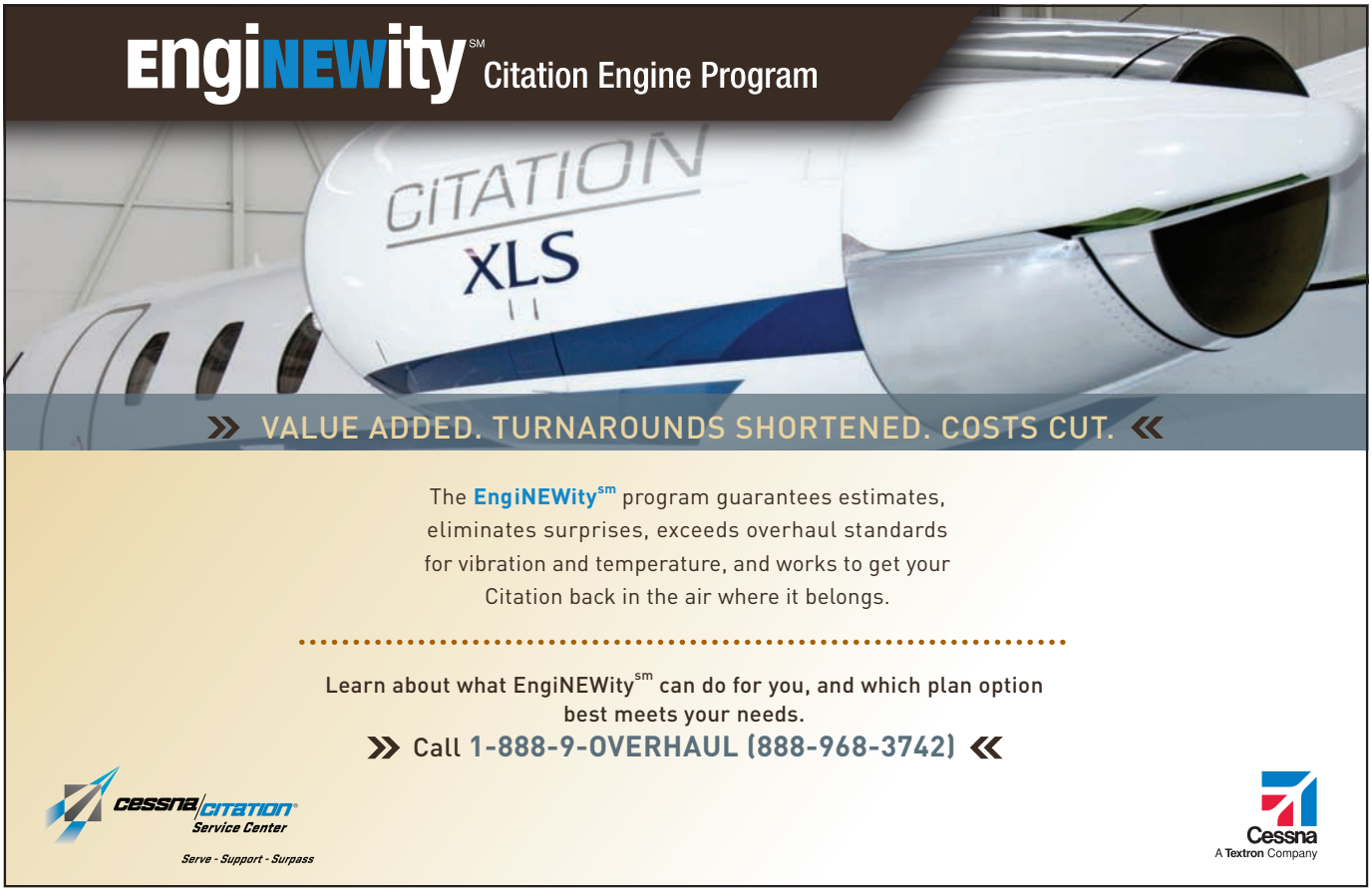
Overall, Corpataux has accumulated more than 10,000 flight hours, 450 of those in experimental test aircraft. He has European and FAA licenses on the Cessna Citation II and V in addition to the CJ3/CJ4, the Fokker 27, Fokker 28 and the Boeing 737, which he flew for a time in European charter operations.

His choice for Citation maintenance in the United States is the Cessna Citation Service Centers. "Usually we use the New York Service Center. When we're out west, occasionally we use the Sacramento Service Center as backup. The experience we had with the two centers is a very professional approach and very good service," he said.

"Once with the CJ3, two or three years ago, we had a FADEC problem and the regional Mobile Service Unit came down to the Westchester airport, and that worked out really well, too. It's good to have that additional service available."

On a personal level, Corpataux splits his time between the bases in Maine and Wyoming. As a global traveler, Corpataux appreciates the constant connectivity afforded by the latest Internet systems in today's business aircraft, especially the systems now available for the CJ4.

For additional information contact the New York Citation Service Center at 1-877-851-4SWF (877-851-4793)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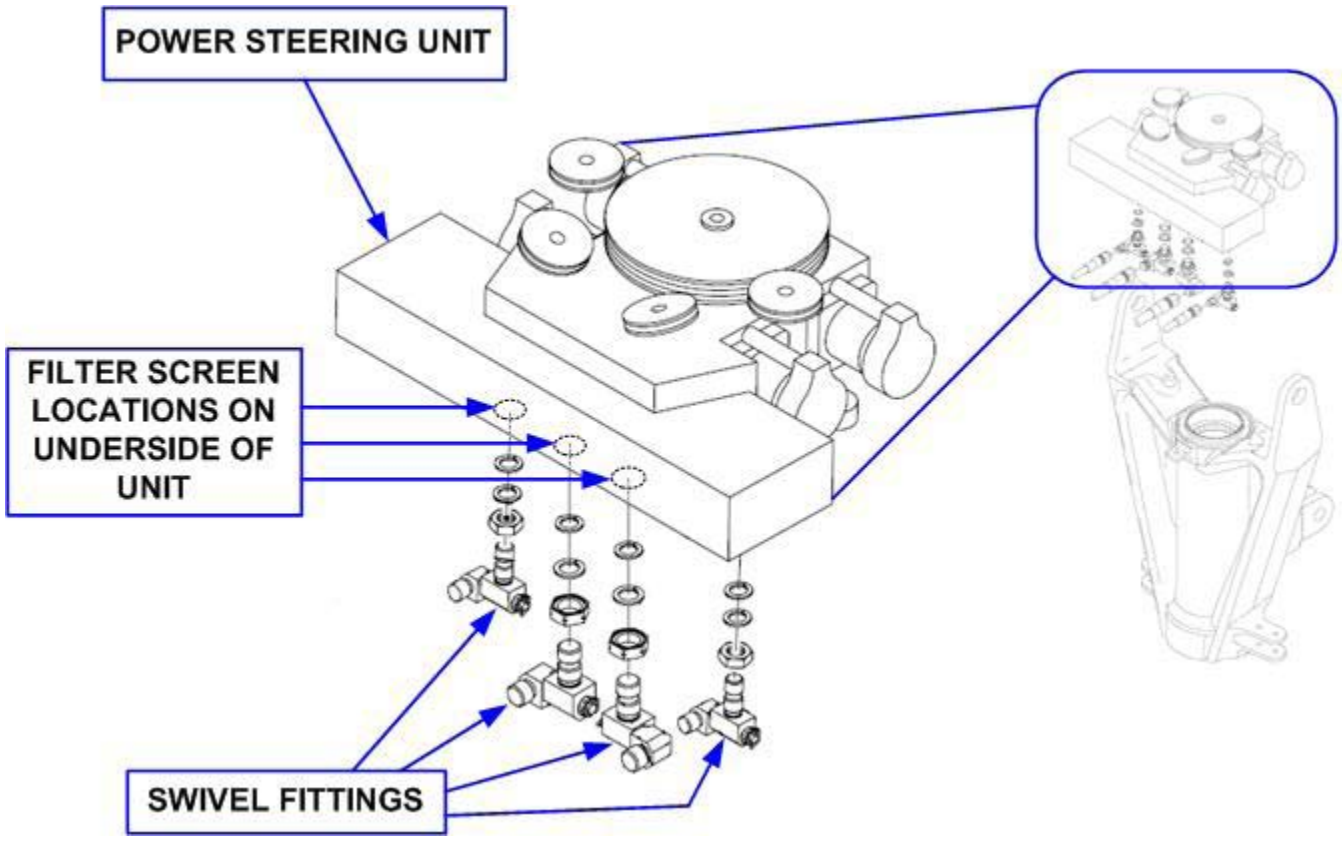
Helpful Tip for Power Steering Unit Maintenance

Team Sovereign recommends operators place a drip pan under the power steering unit when disconnecting the swivel fittings from the bottom of the unit. The drip pan serves as a catch basin for draining the steering unit and also helps catch any of the filter screens that may fall out.

There are three T-shaped filter screens inside the power steering unit inside the openings where the pressure, centering, and retract swivel fittings are installed on the bottom of the steering unit. The pressure filter screen is installed with the larger diameter end facing the fitting. The centering and retract filter screens are installed with the smaller diameter end facing the swivel fittings.



The filter screens are integral to the power steering unit assembly. If one or more of the filter screens are misplaced, there are no replacement parts offered in the Integrated Parts Catalog (IPC).

Questions, please contact:

Team Sovereign
1-877-683-7344
316-517-1695 (International)
team680@cessna.textron.com

680, ATA: 26-10

Tool Info for Bleed Air Leak Detection Element Installations

The Bleed Air Leak Detection Sensing system elements to the airframe electrical connectors utilize Fenwal Pin P/N 35303-58 and Socket P/N 35309-59 Connectors. These connectors include the ceramic insulator and the pin or socket needed to complete the installation.

The tools required to install these type connectors are the following:

- Daniels Pin Crimp Tool AF8 with a TP673 Positioner with a crimp setting of 4
- Daniels Ferrule Crimp Tool HX4 with a Die Set Y180

Team Sovereign has issued a change request to add these tools to the list of required tools and equipment in Chapter 26 in the Model 680 Maintenance Manual.

Questions, please contact:

Team Sovereign
1-877-683-7344
316-517-1695 (International)
team680@cessna.textron.com

All Models, ATA: 99-00

Cessna Issues SIL for Corrosion Inhibiting Compounds

Cessna recommends all operators use corrosion-inhibiting compounds to assist in protection of airplanes. Service Information Letter CIL-99-01 "Use of Corrosion Inhibiting Compounds" informs operators that Cessna recommends use of the compounds to assist in protection of airplanes operating in corrosive environments.

The letter was issued following a rigorous two-year test of corrosion preventative products available on the market. Using a standardized 1,000-hour salt spray chamber test of numerous corrosion inhibiting compounds applied on samples of aircraft structural materials, Cessna determined that Cor-Ban 23 of Zip-Chem Products® was superior to any other corrosive inhibitor product.

Note: The letter also lists Cor-Ban 35, ARDROX AV 8, and ARDROX AV 15 as tested and approved products to be used at the owner's discretion.

Operators should refer to CIL-99-01 regarding approved procedures for preparation and application of corrosion inhibiting compounds.

Questions, please contact:

Customer Service Hot Line
1-800-835-4090
316-517-6261 (International)
hotline@cessna.textron.com

Released January 2012

Note: There were no Service Bulletins for Models **500, 510, 550, S550, 560XL, 650 and 680** released in January 2012.

Title: Use of Corrosion Inhibiting Compounds
Type: **Informational**

Number: CIL-99-01
Effectivity: 500-0001 thru -0689

Number: CIL-99-01
Effectivity: 510-0001 and On

Number: CIL-99-01
Effectivity: 525-0001 thru -0701

Number: CIL-99-01
Effectivity: 525A-0001 and On

Number: CIL-99-01
Effectivity: 525B-0001 and On

Number: CIL-99-01
Effectivity: 525C-0001 and On

Number: CIL-99-01
Effectivity: 550-0002 thru -1136

Number: CIL-99-01
Effectivity: S550-0001 thru -0160

Number: CIL-99-01
Effectivity: 560-0001 thru -0815

Number: CIL-99-01
Effectivity: 560XL-5002 and On

Number: CIL-99-01
Effectivity: 650-0001 thru -7119

Number: CIL-99-01
Effectivity: 680-0001 and On

Number: CIL-99-01
Effectivity: 750-0001 and On

Description: This informational service letter notifies operators that Cessna recommends the use of corrosion inhibiting compounds to assist in protecting airplanes from corrosion. This service letter is for informational purposes only.

Title: Compressor Motor Brush Life Limit
Type: **Informational**

Number: CIL-21-01
Effectivity: 500-0001 thru -0689

Number: CIL-21-01
Effectivity: 525-0001 thru -0701

Number: CIL-21-01
Effectivity: 550-0002 thru -1136

Number: CIL-21-01
Effectivity: S550-0001 thru -0160

Number: CIL-21-01
Effectivity: 560-0001 thru -0815

Number: CIL-21-01
Effectivity: 560XL-5002 thru -5372

Number: CIL-21-01
Effectivity: 650-0200 thru -0202, -0207 thru -0241, -7001 thru -7119

Description: This informational service letter provides information about upcoming maintenance manual changes for inspection and replacement of the vapor cycle compressor motor brushes. This service letter is for informational purposes only.

PLEASE SEE NEXT PAGE

----------**510**----------

Number: SL510-25-03-R1 **Type:** Mandatory

Title: Crew Seat Inspection
Effectivity: 510-0003 thru -0029

Description: A reinforcement tee may be missing on the crew seats. This mandatory service letter provides instructions to inspect the crew seats for the missing tee and the procedures to correct the issue if discovered. Revision 1 makes a change to the serial effectivity section, but does not affect airplanes that have previously complied with the letter.

Number: SL510-27-08 **Type:** Mandatory

Title: Elevator Trim Chain Inspection
Effectivity: 510-0320 thru -0325, -0327, -0330, -0334, -0338 thru -0340, -0342, -0343

Description: The elevator trim chain may be fabricated from carbon steel instead of stainless steel. This mandatory service letter provides instructions to inspect the elevator trim chain and procedures to replace it if required. This service letter must be accomplished within 450 flight hours or one year from the date of receipt, whichever occurs first.

----------**525**----------

Number: SB525-27-19-R2 **Type:** Optional

Title: Elevator Trim Cable Thickness Change and Vertical Stabilizer Cable Fairlead Installation
Effectivity: 525-0001 thru -0693

Description: The existing elevator trim cables and pulley bracket installation between the elevator trim actuator and trim tab actuators requires modification. This mandatory service bulletin provides parts and instructions to modify the elevator trim cable system with a thicker cable, pulleys, brackets and fairleads. Revision 2 changes some parts and adds two steps, but does not affect airplanes that have previously complied with the bulletin. This latest revision still enforces the Revision 1 requirement for airplanes 525-0638 thru -0693 that have previously complied with the bulletin to modify the vertical stabilizer within 1200 hours or 36 months from the date of receipt, whichever occurs first.

----------**525A**----------

Number: SB525A-27-13-R1 **Type:** Mandatory

Title: Vertical Stabilizer Cable Fairlead Installation.
Effectivity: 525A-0001 thru -0458

Description: The routing of the elevator control, elevator trim, and rudder trim cables can be improved. This mandatory service bulletin provides parts and instructions to install fairleads inside the vertical stabilizer. Revision 1 changes some parts and an illustration, but does not affect airplanes that have previously complied with the bulletin.

----------**525B**----------

Number: SB525B-27-03-R1 **Type:** Mandatory

Title: Vertical Stabilizer Cable Fairlead Installation.
Effectivity: 525B-0001 thru -0281, -0283 thru -0286

PLEASE SEE NEXT PAGE

Description: The routing of the elevator control, elevator trim, and rudder trim cables can be improved. This mandatory service bulletin provides parts and instructions to install fairleads inside the vertical stabilizer. Revision 1 changes some parts and an illustration, but does not affect airplanes that have previously complied with the bulletin.

----------**525C**----------

Number: SB525C-24-02 **Type:** Recommended

Title: Aft J-Box Wiring Modification
Effectivity: 525C-0001 thru -0069

Description: An electrical discharge occurs when the battery is connected or disconnected. This recommended service bulletin provides parts and instructions to modify the aft power J-box assembly to eliminate the cause of the electrical discharge. This bulletin should be accomplished at a scheduled maintenance period or phase inspection.

Number: SB525C-24-04-R2 **Type:** Mandatory

Title: DC to DC Converter Installation
Effectivity: 525C-0001 thru -0008, -0010 thru -0033, -0035, -0038, -0039, -0041, -0043 thru -0045, -0047 thru -0050, -0052

Description: The MFD 1 has been known to have a blanking/blinking issue. This mandatory service bulletin provides parts and instructions to add a second DC to DC converter and wiring to provide extra power. Revision 2 makes a change to an illustration, but does not affect airplanes that have previously complied with the bulletin.

Number: SB525C-57-01 **Type:** Mandatory

Title: Flap Island Rib Modification
Effectivity: 525C-0001 thru -0020

Description: A chafing condition exists between the leading edge of the left and right flap skins and the inboard flap island structure on some airplanes. This mandatory service bulletin provides instructions to modify the flap island rib and lower flap skin to increase the clearance between the flap and the inboard flap island structure. This bulletin must be accomplished for a visual inspection immediately upon receipt of this bulletin. If a chafing condition is discovered, the remaining steps of the bulletin must be accomplished within 50 flight hours from the date of receipt. If the chafing condition does not exist, the remaining steps of the bulletin must be accomplished within 450 flight hours or one year from the date of receipt.

----------**560**----------

Number: SB560-33-33 **Type:** Optional

Title: LED Replacement Light for the Wing Landing/Taxi Light Assembly
Effectivity: 560-0260 thru -0815

Description: An option is available to replace the incandescent wing landing/taxi light with an LED light. This optional service bulletin provides parts and instructions to remove the existing wing landing/taxi and replace it with a new LED light. This bulletin can be accomplished at the discretion of the owner.

----------**560XL**----------

Number: SL560XL-73-12-R1 **Type:** Recommended

Title: Transmittal of Pratt and Whitney Canada Service Bulletin PW500-72-30381R2, Fuel Manifold and Fuel Shut-off Cable Grommets and Cover Plate/Fairing/Replacement of
Effectivity: 560XL-5002 thru -5372 with PW545A engines serial number DB0001 thru DB0773, -5501 thru -5830 with PW545B engines serial number DD0001 thru DD0678

Description: There is a possibility that fuel can leak past the service fairing and by-pass duct flange. This recommended service letter transmits P&WC PW500-72-30381R2 which replaces the fuel manifold grommets, the fuel shut-off cable grommet and the cover plate with a new configuration. Revision 1 extends the warranty expiration date from November 30, 2010, to December 31, 2012, but does not affect airplanes that have previously complied with the bulletin.

----------**750**----------

Number: SB750-24-30 **Type:** Mandatory

Title: APU Generator Control Unit (GCU) Improvement
Effectivity: 750-0222, -0225 thru -0306, -0308

Description: The existing 9914752-2 Auxiliary Power Unit (APU) GCU can become damaged allowing high voltage to pass through to other airplane systems and electrical components. This mandatory service bulletin provides parts and instructions to remove the existing APU GCU and replace it with an upgraded unit. This bulletin must be accomplished within six months after the date of receipt.

Number: SB750-27-66 **Type:** Recommended

Title: Flap/Slat Selector Screw Improvement
Effectivity: 750-0001 thru -0306, and -0308

Description: The fasteners securing the flap/slat selector can become loose. This recommended service bulletin provides instructions to apply Loctite to the screws in the flap/slat selector assembly. This bulletin should be accomplished at a scheduled maintenance period or phase inspection.

525C, ATA: 79-30

Filters in SOAP Kits Cause Erroneous Oil Bypass Indications

CJ4 operators should be aware that replacement oil filters in Spectrometric Oil Analysis Program (SOAP) kits can cause erroneous cyan OIL FILTER BYPASS EICAS messages to appear. Cessna recently learned that the existing SOAP kits do not have the improved oil filters that eliminate the nuisance messages.

For the interim, when SOAP samples are required, operators should contact CSP&P to order SOAP kits and oil filters P/N 119281 for installation on the CJ4. (The existing oil filters in the SOAP kits are correct for other CJ-Series airplanes).

Cessna is working to develop SOAP kits with improved filters for the CJ4s. When the new SOAP kits are ready, Citation Customer Support will provide operators with the correct part number for ordering.

Questions, please contact:

Powerplants Team
1-800-835-4090
316-517-6261 (International)
hotline@cessna.textron.com

For information on these kits, please contact:

Cessna Service Parts & Programs
1-866-SPP-6647 (866-777-6647)

Pressure Retention Check Recommended for New Tires

Cessna recommends a complete pressure retention check for newly mounted tires and wheel assemblies before releasing them for use on aircraft. The procedure below is particularly beneficial when previous in-service tire inflation pressure retention issues have been encountered.

Note: The following information was originally published in the Michelin Aircraft Tire Care and Service Manual and is used here as a reference for Citation aircraft operators.

Allow for Tire Growth

1. Newly mounted tire/wheel assemblies should be inflated to the specified operating pressure and allowed to stand for a 12-hour period for normal tire growth (cord body stretching).
2. Keep the tire/wheel assembly at a location with a constant ambient temperature (a temperature decrease of 3°C/5°F will reduce the inflation pressure by one percent).
3. After the twelve hour period, inspect the tire/wheel assembly carefully, and check the inflation pressure. A 10 percent reduction of pressure is considered a normal condition. More than that may indicate a leak issue.

Check for Leaks

1. Following the growth period, inflate the tire to the specified operating pressure again.
2. Check the inflation pressure after a 24-four hour period. A pressure loss of five percent or less is considered a normal condition.
3. If the pressure loss is more than five percent, investigate the tire/wheel assembly for leaks.

Note: Once the tire/wheel assembly is in service, the maximum daily pressure loss is five percent.

Sidewall Venting

Some aircraft tires are designed to permit air or nitrogen trapped in the cord body to escape through special sidewall vents. This venting prevents pressure build-up within the carcass body which can lead to tread, sidewall, or ply separations.

The location of the vent hole on a new tire is marked by a green or white paint dot. Apply a soapy solution to the vent markings. The appearance of small bubbles is normal and may be seen at any time the tire is inflated. The rate of bubbles from the vent hole is not an indication of a leak. A tire with a leak issue is found by using a calibrated gauge—preferably the same gauge used to initially check the inflation pressure of the tire.

Note: Not all aircraft tires are vented. Tires that do not need venting will not have a color dot on the lower sidewalls.

For more information, operators can refer to the normal servicing procedures in Chapter 12, Tire – Serving of the applicable airplane model maintenance manual, or the tire manufacturer service manual.

Questions, please contact:

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1-800-835-4090
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International: 316-517-5800

Replacement Schedule Recommended for Avionics Equipment Internal Batteries

Cessna recommends that operators utilize scheduled maintenance events to replace internal batteries in mission critical avionics systems. Several electrical/avionics components in Cessna Citations use internal batteries to operate non-volatile memory applications when electrical power is off.

The list of battery-dependant components can include: Attitude Heading and Reference units, Integrated Avionics Computers/Maintenance Diagnostic Computers, Flight Management Computers, Air Data Computers, and other flight-essential devices.

Depending on make and manufacturer, a charged internal battery can last an average of three-to-five years before replacement is necessary. To reduce the impact and cost of an AOG situation, it is wise for operators to follow recommended battery replacement intervals.

Removal of many internal batteries requires removal of avionics components for shipment to the repair/overhaul facilities. Such an operation is timely during a phase inspection, or extended maintenance downtime. Scheduling for this purpose can be assisted by maintenance tracking services including CESCOM/CAMP.

Cessna and the NBAA technical panel members discussed this issue at the NBAA Technical Committee meeting in August. A majority of those in attendance felt each operator should decide the most appropriate time to replace batteries

Note: Many manufacturers will replace an internal battery when an avionics unit is being repaired or overhauled if the battery is more than one year old.

Questions, please contact:

Customer Service Hot Line
1-800-835-4090
316-517-6261 (International)
hotline@cessna.textron.com

Ask The EXPERTS

ANSWERS

EXPERTS FROM THE CESSNA SUPPORT TEAM
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Question

Are there any damage limits for the chrome portion (nose strut piston) on the nose landing gear?

Answer

There are no published damage limits for the chrome portion of the nose strut. In some cases, customers have been able to blend minor damage to the chrome surface with crocus cloth or Scotch Brite to remove the sharp edges. Generally, Cessna has no objection to minor blending of the chrome surface as long as the strut seals do not leak.

How To

submit comments and Ask The EXPERTS

THE DIRECT APPROACH IS PUBLISHED MONTHLY BY THE CESSNA CITATION CUSTOMER SERVICE ORGANIZATION.

ASK THE EXPERTS AT:
asktheexpert@cessna.textron.com

Our experts will do their best to provide answers to your questions. Even if your question is not posted in the publication, you will receive an e-mailed answer.

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